FEDERAL AVIATION REGULATIONS

Department of Transportation
Federal Aviation Administration- Washington, D. C.

CHANGE 2 **EFF. DECEMBER 17, 1991**

Part 75—Establishment of Jet Routes and Area High Routes

This change incorporates Amendment 75-5, Airspace Reclassification, effective December 17, 1991, in Federal Aviation Regulation Part 75. The amendment removes and reserves Part 75 effective December 17, 1991.

The attached preamble for Amendment 75-5 starts on page P-9. It has been included for statutory clarification.

To identify where existing regulations for Part 75 are relocated in existing Part 71, the following cross reference lists are provided:

Cross Reference Table

Old Section	New Section
75.1	71.601
75.11	71.603
75.13	71.605
75.17	Deleted
75.100	71.607
75.400	71.609

Old Section	New Section
71.601	75.1
71.603	75.11
71.605	75.13
71.607	75.100
71.609	75.400

FAR Part 75 is removed and reserved.

Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.

Existing Part 71		Revised Part 71 that is effective September 16, 1993, and FAA Order 7400.9
Subpart A-General		***Subpart A-General; Class A airspace***
§ 71.1	Applicability.	§ 71.1 Airspace classification.
§ 71.3	Classification of Federal airways.	§ 71.73 Classification of Federal airways.
§ 71.5	Extent of Federal airways.	§ 71.75 Extent of Federal airways.
§ 71.6	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.7	Control areas.	Not applicable.
§ 71.9	Continental control area.	§ 71.71 Class E airspace.
§ 71.11	Control zones.	Not applicable.
§ 71.12	Terminal control areas.	§ 71.41 Class B airspace.
§ 71.13	Transition areas.	§ 71.71 Class E airspace.
§ 71.14	Airport radar service areas.	§ 71.51 Class C airspace.
§ 71.15	Positive control areas.	§ 71.31 Class A airspace.
§ 71.17	Reporting points.	§ 71.5 Reporting Points.
§ 71.19	Bearings; Radials; Miles.	§ 71.7 Bearings, radials, mileages.
Subpart B-Colored Federal Airways		***Subpart E-Class E Airspace***
§ 71.101	Designation.	Subpart E of FAA Order 7400.9.
§ 71.103	Green Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.105	Amber Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.107	Red Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.109	Blue Federal airways.	Subpart E of FAA Order 7400.9.
Subpart C–VOR Federal Airways		***Subpart E-Class E Airspace***
§ 71.121	Designation.	§ 71.79 Designation of VOR Federal airways.
§ 71.123	Domestic VOR Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.125	Alaskan VOR Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.127	Hawaiian VOR Federal airways.	Subpart E of FAA Order 7400.9.
Subpart D-Continental Control Area		***Subpart E-Class E Airspace***
§ 71.151	Restricted areas included.	Subpart E of FAA Order 7400.9.
Subpart E-Control Areas and Control Area Extensions		***Subpart E-Class E Airspace***
§ 71.161	Designation of control areas associated with jet routes outside the continental control area.	§ 71.71 Class E airspace and Subpart E of FAA Order 7400.9.
§ 71.163	Designation of additional control areas.	§ 71.71 Class E airspace and Subpart E of FAA Order 7400.9.
§ 71.165	Designation of control areas extensions.	Subpart E of FAA Order 7400.9.

Existing Part 71		Revised Part 71 that is effective September 16, 1993, and FAA Order 7400.9
Subpart A-General		***Subpart A-General; Class A airspace***
§ 71.11	Applicability.	§ 71.11 Airspace classification.
§ 71.13	Classification of Federal airways.	§ 71.73 Classification of Federal airways.
§ 71.15	Extent of Federal airways.	§ 71.75 Extent of Federal airways.
§ 71.16	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.17	Control areas.	Not applicable.
§ 71.19	Continental control area.	§ 71.71 Class E airspace.
§ 71.111	Control zones.	Not applicable.
§ 71.12	Terminal control areas.	§ 71.41 Class B airspace.
3 71.13	Transition areas.	§ 71.71 Class E airspace.
§ 71.14	Airport radar service areas.	§ 71.51 Class C airspace.
§ 71.15	Positive control areas.	§ 71.31 Class A airspace.
§ 71.17	Reporting points.	§ 71.5 Reporting Points.
§ 71.19	Bearings; Radials; Miles.	§ 71.7 Bearings, radials, mileages.
Subpart B-Colored Federal Airways		***Subpart E-Class E Airspace***
§ 71.101	Designation.	Subpart E of FAA Order 7400.9.
§ 71.103	Green Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.105	Amber Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.107	Red Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.109	Blue Federal airways.	Subpart E of FAA Order 7400.9.
Subpart C–VOR Federal Airways		***Subpart E-Class E Airspace***
§ 71.121	Designation.	§ 71.79 Designation of VOR Federal airways.
§ 71.123	Domestic VOR Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.125	Alaskan VOR Federal airways.	Subpart E of FAA Order 7400.9.
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§ 71.165	Designation of control areas extensions.	Subpart E of FAA Order 7400.9.

Existing Part 71		Revised Part 71 that is effective September 16, 1993, and FAA Order 7400.9
Subpart A-General		***Subpart A-General; Class A airspace***
§ 71.11	Applicability.	§ 71.11 Airspace classification.
§ 71.13	Classification of Federal airways.	§ 71.73 Classification of Federal airways.
§ 71.15	Extent of Federal airways.	§ 71.75 Extent of Federal airways.
§ 71.16	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.17	Control areas.	Not applicable.
§ 71.19	Continental control area.	§ 71.71 Class E airspace.
§ 71.111	Control zones.	Not applicable.
§ 71.12	Terminal control areas.	§ 71.41 Class B airspace.
3 71.13	Transition areas.	§ 71.71 Class E airspace.
§ 71.14	Airport radar service areas.	§ 71.51 Class C airspace.
§ 71.15	Positive control areas.	§ 71.31 Class A airspace.
§ 71.17	Reporting points.	§ 71.5 Reporting Points.
§ 71.19	Bearings; Radials; Miles.	§ 71.7 Bearings, radials, mileages.
Subpart B-Colored Federal Airways		***Subpart E-Class E Airspace***
§ 71.101	Designation.	Subpart E of FAA Order 7400.9.
§ 71.103	Green Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.105	Amber Federal airways.	Subpart E of FAA Order 7400.9.
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§ 71.121	Designation.	§ 71.79 Designation of VOR Federal airways.
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Existing Part 71		Revised Part 71 that is effective September 16, 1993, and FAA Order 7400.9
Subpart A-General		***Subpart A-General; Class A airspace***
§ 71.11	Applicability.	§ 71.11 Airspace classification.
§ 71.13	Classification of Federal airways.	§ 71.73 Classification of Federal airways.
§ 71.15	Extent of Federal airways.	§ 71.75 Extent of Federal airways.
§ 71.16	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.17	Control areas.	Not applicable.
§ 71.19	Continental control area.	§ 71.71 Class E airspace.
§ 71.111	Control zones.	Not applicable.
§ 71.12	Terminal control areas.	§ 71.41 Class B airspace.
3 71.13	Transition areas.	§ 71.71 Class E airspace.
§ 71.14	Airport radar service areas.	§ 71.51 Class C airspace.
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§ 71.17	Reporting points.	§ 71.5 Reporting Points.
§ 71.19	Bearings; Radials; Miles.	§ 71.7 Bearings, radials, mileages.
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§ 71.103	Green Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.105	Amber Federal airways.	Subpart E of FAA Order 7400.9.
§ 71.107	Red Federal airways.	Subpart E of FAA Order 7400.9.
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Subpart C–VOR Federal Airways		***Subpart E-Class E Airspace***
§ 71.121	Designation.	§ 71.79 Designation of VOR Federal airways.
§ 71.123	Domestic VOR Federal airways.	Subpart E of FAA Order 7400.9.
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§ 71.13	Classification of Federal airways.	§ 71.73 Classification of Federal airways.
§ 71.15	Extent of Federal airways.	§ 71.75 Extent of Federal airways.
§ 71.16	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.17	Control areas.	Not applicable.
§ 71.19	Continental control area.	§ 71.71 Class E airspace.
§ 71.111	Control zones.	Not applicable.
§ 71.12	Terminal control areas.	§ 71.41 Class B airspace.
3 71.13	Transition areas.	§ 71.71 Class E airspace.
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§ 71.16	Extent of area low routes.	§ 71.77 Extent of area low routes.
§ 71.17	Control areas.	Not applicable.
§ 71.19	Continental control area.	§ 71.71 Class E airspace.
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VFR could place that aircraft in a cloud, FAR § 91.3, *Responsibility and authority of the pilot in command,* requires the pilot in command to be responsible for ensuring that the aircraft does not enter a cloud and any such ATC instruction may be refused.

Accordingly, as proposed, the FAA will reclassify TCAs as Class B airspace areas and amend the distance from cloud requirements for VFR operations to clear of clouds.

Even though ATC communication requirements for operations in Class B airspace areas are the same as those that exist in TCAs, the relaxation of the distance from cloud requirements will become effective with the new airspace classifications. This will ensure that all users are familiar with the amendment when it becomes effective.

The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

Class C Airspace

Three comments were submitted on the reclassification of ARSAs as Class C airspace areas. None of the comments specifically support or oppose the reclassification. All of the comments, including one from EAA, addressed additional modifications.

Two commenters noted that the proposal for VFR operations in Class B airspace areas to remain clear of clouds could be applied to Class C airspace areas.

In its comment, EAA opposed any increase in the size of Class C airspace areas. Other recommendations by commenters included the need for clear radio failure procedures and the need for designated areas that do not require communications with ATC when the pilot desires to use an uncontrolled airport within Class C airspace areas.

As proposed, the FAA will reclassify ARSAs as Class C airspace areas. No other modifications to Class C airspace areas or changes in operating rules were proposed. An ARSA that currently operates on a part-time basis is classified as Class C part-time and Class D or Class E at other times.

Aircraft operating under VFR in Class C airspace areas operate under less stringent requirements than aircraft operating under VFR in Class B airspace areas and are not provided the same separation by ATC. Therefore, the relaxation of the VFR distance from cloud requirements in Class C airspace areas to remain clear of clouds would not be in accordance with safety precautions. As noted earlier, lost communication procedures are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM. Since Class C airspace areas often have a high number of aircraft that operate under IFR, a relaxation of existing communications requirements would not be in the interest of safety. Any modifications to the dimensions or operating requirements for Class C airspace areas are outside the scope of this rulemaking.

Class D Airspace

NPRM No. 89–28 proposed to reclassify control zones for airports with operating control towers and airport traffic areas, not associated with a TCA or an ARSA, as Class D airspace areas. In addition, NPRM No. 89–28 proposed to: (1) raise the ceiling to up to, and including, 4,000 feet from the surface of the airport; (2) require aircraft in Class D airspace areas to establish two-way radio communications with ATC; and (3) convert the lateral unit of measurement from statute miles to nautical miles.

One hundred and forty comments concerning the proposal to establish the ceiling of the Class D airspace areas at 4,000 feet above the surface were submitted. All of the comments opposed the proposal.

Of the 83 comments regarding the proposal to require pilots who operate in Class D airspace areas to establish two-way radio communications with ATC, two supported the proposal and 80 opposed it. One comment neither supported nor opposed the proposals.

One hundred and forty-three comments related to the proposal to convert the lateral unit of measurement of Class D airspace areas from statute to nautical miles were submitted. Most interpreted the proposal

VFR could place that aircraft in a cloud, FAR § 91.3, *Responsibility and authority of the pilot in command,* requires the pilot in command to be responsible for ensuring that the aircraft does not enter a cloud and any such ATC instruction may be refused.

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The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

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Two commenters noted that the proposal for VFR operations in Class B airspace areas to remain clear of clouds could be applied to Class C airspace areas.

In its comment, EAA opposed any increase in the size of Class C airspace areas. Other recommendations by commenters included the need for clear radio failure procedures and the need for designated areas that do not require communications with ATC when the pilot desires to use an uncontrolled airport within Class C airspace areas.

As proposed, the FAA will reclassify ARSAs as Class C airspace areas. No other modifications to Class C airspace areas or changes in operating rules were proposed. An ARSA that currently operates on a part-time basis is classified as Class C part-time and Class D or Class E at other times.

Aircraft operating under VFR in Class C airspace areas operate under less stringent requirements than aircraft operating under VFR in Class B airspace areas and are not provided the same separation by ATC. Therefore, the relaxation of the VFR distance from cloud requirements in Class C airspace areas to remain clear of clouds would not be in accordance with safety precautions. As noted earlier, lost communication procedures are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM. Since Class C airspace areas often have a high number of aircraft that operate under IFR, a relaxation of existing communications requirements would not be in the interest of safety. Any modifications to the dimensions or operating requirements for Class C airspace areas are outside the scope of this rulemaking.

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One hundred and forty comments concerning the proposal to establish the ceiling of the Class D airspace areas at 4,000 feet above the surface were submitted. All of the comments opposed the proposal.

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The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

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Even though ATC communication requirements for operations in Class B airspace areas are the same as those that exist in TCAs, the relaxation of the distance from cloud requirements will become effective with the new airspace classifications. This will ensure that all users are familiar with the amendment when it becomes effective.

The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

Class C Airspace

Three comments were submitted on the reclassification of ARSAs as Class C airspace areas. None of the comments specifically support or oppose the reclassification. All of the comments, including one from EAA, addressed additional modifications.

Two commenters noted that the proposal for VFR operations in Class B airspace areas to remain clear of clouds could be applied to Class C airspace areas.

In its comment, EAA opposed any increase in the size of Class C airspace areas. Other recommendations by commenters included the need for clear radio failure procedures and the need for designated areas that do not require communications with ATC when the pilot desires to use an uncontrolled airport within Class C airspace areas.

As proposed, the FAA will reclassify ARSAs as Class C airspace areas. No other modifications to Class C airspace areas or changes in operating rules were proposed. An ARSA that currently operates on a part-time basis is classified as Class C part-time and Class D or Class E at other times.

Aircraft operating under VFR in Class C airspace areas operate under less stringent requirements than aircraft operating under VFR in Class B airspace areas and are not provided the same separation by ATC. Therefore, the relaxation of the VFR distance from cloud requirements in Class C airspace areas to remain clear of clouds would not be in accordance with safety precautions. As noted earlier, lost communication procedures are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM. Since Class C airspace areas often have a high number of aircraft that operate under IFR, a relaxation of existing communications requirements would not be in the interest of safety. Any modifications to the dimensions or operating requirements for Class C airspace areas are outside the scope of this rulemaking.

Class D Airspace

NPRM No. 89–28 proposed to reclassify control zones for airports with operating control towers and airport traffic areas, not associated with a TCA or an ARSA, as Class D airspace areas. In addition, NPRM No. 89–28 proposed to: (1) raise the ceiling to up to, and including, 4,000 feet from the surface of the airport; (2) require aircraft in Class D airspace areas to establish two-way radio communications with ATC; and (3) convert the lateral unit of measurement from statute miles to nautical miles.

One hundred and forty comments concerning the proposal to establish the ceiling of the Class D airspace areas at 4,000 feet above the surface were submitted. All of the comments opposed the proposal.

Of the 83 comments regarding the proposal to require pilots who operate in Class D airspace areas to establish two-way radio communications with ATC, two supported the proposal and 80 opposed it. One comment neither supported nor opposed the proposals.

One hundred and forty-three comments related to the proposal to convert the lateral unit of measurement of Class D airspace areas from statute to nautical miles were submitted. Most interpreted the proposal

VFR could place that aircraft in a cloud, FAR § 91.3, *Responsibility and authority of the pilot in command,* requires the pilot in command to be responsible for ensuring that the aircraft does not enter a cloud and any such ATC instruction may be refused.

Accordingly, as proposed, the FAA will reclassify TCAs as Class B airspace areas and amend the distance from cloud requirements for VFR operations to clear of clouds.

Even though ATC communication requirements for operations in Class B airspace areas are the same as those that exist in TCAs, the relaxation of the distance from cloud requirements will become effective with the new airspace classifications. This will ensure that all users are familiar with the amendment when it becomes effective.

The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

Class C Airspace

Three comments were submitted on the reclassification of ARSAs as Class C airspace areas. None of the comments specifically support or oppose the reclassification. All of the comments, including one from EAA, addressed additional modifications.

Two commenters noted that the proposal for VFR operations in Class B airspace areas to remain clear of clouds could be applied to Class C airspace areas.

In its comment, EAA opposed any increase in the size of Class C airspace areas. Other recommendations by commenters included the need for clear radio failure procedures and the need for designated areas that do not require communications with ATC when the pilot desires to use an uncontrolled airport within Class C airspace areas.

As proposed, the FAA will reclassify ARSAs as Class C airspace areas. No other modifications to Class C airspace areas or changes in operating rules were proposed. An ARSA that currently operates on a part-time basis is classified as Class C part-time and Class D or Class E at other times.

Aircraft operating under VFR in Class C airspace areas operate under less stringent requirements than aircraft operating under VFR in Class B airspace areas and are not provided the same separation by ATC. Therefore, the relaxation of the VFR distance from cloud requirements in Class C airspace areas to remain clear of clouds would not be in accordance with safety precautions. As noted earlier, lost communication procedures are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM. Since Class C airspace areas often have a high number of aircraft that operate under IFR, a relaxation of existing communications requirements would not be in the interest of safety. Any modifications to the dimensions or operating requirements for Class C airspace areas are outside the scope of this rulemaking.

Class D Airspace

NPRM No. 89–28 proposed to reclassify control zones for airports with operating control towers and airport traffic areas, not associated with a TCA or an ARSA, as Class D airspace areas. In addition, NPRM No. 89–28 proposed to: (1) raise the ceiling to up to, and including, 4,000 feet from the surface of the airport; (2) require aircraft in Class D airspace areas to establish two-way radio communications with ATC; and (3) convert the lateral unit of measurement from statute miles to nautical miles.

One hundred and forty comments concerning the proposal to establish the ceiling of the Class D airspace areas at 4,000 feet above the surface were submitted. All of the comments opposed the proposal.

Of the 83 comments regarding the proposal to require pilots who operate in Class D airspace areas to establish two-way radio communications with ATC, two supported the proposal and 80 opposed it. One comment neither supported nor opposed the proposals.

One hundred and forty-three comments related to the proposal to convert the lateral unit of measurement of Class D airspace areas from statute to nautical miles were submitted. Most interpreted the proposal

VFR could place that aircraft in a cloud, FAR § 91.3, *Responsibility and authority of the pilot in command,* requires the pilot in command to be responsible for ensuring that the aircraft does not enter a cloud and any such ATC instruction may be refused.

Accordingly, as proposed, the FAA will reclassify TCAs as Class B airspace areas and amend the distance from cloud requirements for VFR operations to clear of clouds.

Even though ATC communication requirements for operations in Class B airspace areas are the same as those that exist in TCAs, the relaxation of the distance from cloud requirements will become effective with the new airspace classifications. This will ensure that all users are familiar with the amendment when it becomes effective.

The amendment to reclassify TCAs as Class B airspace areas does not modify the current operating rules for communications. Lost communication requirements are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM and are not within the scope of the rulemaking.

The FAA accepted NAR 1–7.3.3–Pilot Requirements for Operations in a TCA, under the provisions of the existing requirements; hence, the reclassification of TCAs as Class B airspace areas meets existing regulations on minimum airman certificate levels. Section 61.95 of the FAR, which lists student pilot requirements for operations in a TCA (Class B airspace), is revised to meet the new airspace classification. Solo student pilot activity is, under both the existing regulations and this final rule, prohibited at certain airports.

Class C Airspace

Three comments were submitted on the reclassification of ARSAs as Class C airspace areas. None of the comments specifically support or oppose the reclassification. All of the comments, including one from EAA, addressed additional modifications.

Two commenters noted that the proposal for VFR operations in Class B airspace areas to remain clear of clouds could be applied to Class C airspace areas.

In its comment, EAA opposed any increase in the size of Class C airspace areas. Other recommendations by commenters included the need for clear radio failure procedures and the need for designated areas that do not require communications with ATC when the pilot desires to use an uncontrolled airport within Class C airspace areas.

As proposed, the FAA will reclassify ARSAs as Class C airspace areas. No other modifications to Class C airspace areas or changes in operating rules were proposed. An ARSA that currently operates on a part-time basis is classified as Class C part-time and Class D or Class E at other times.

Aircraft operating under VFR in Class C airspace areas operate under less stringent requirements than aircraft operating under VFR in Class B airspace areas and are not provided the same separation by ATC. Therefore, the relaxation of the VFR distance from cloud requirements in Class C airspace areas to remain clear of clouds would not be in accordance with safety precautions. As noted earlier, lost communication procedures are addressed in paragraph 470, Two-way Radio Communications Failure, of the AIM. Since Class C airspace areas often have a high number of aircraft that operate under IFR, a relaxation of existing communications requirements would not be in the interest of safety. Any modifications to the dimensions or operating requirements for Class C airspace areas are outside the scope of this rulemaking.

Class D Airspace

NPRM No. 89–28 proposed to reclassify control zones for airports with operating control towers and airport traffic areas, not associated with a TCA or an ARSA, as Class D airspace areas. In addition, NPRM No. 89–28 proposed to: (1) raise the ceiling to up to, and including, 4,000 feet from the surface of the airport; (2) require aircraft in Class D airspace areas to establish two-way radio communications with ATC; and (3) convert the lateral unit of measurement from statute miles to nautical miles.

One hundred and forty comments concerning the proposal to establish the ceiling of the Class D airspace areas at 4,000 feet above the surface were submitted. All of the comments opposed the proposal.

Of the 83 comments regarding the proposal to require pilots who operate in Class D airspace areas to establish two-way radio communications with ATC, two supported the proposal and 80 opposed it. One comment neither supported nor opposed the proposals.

One hundred and forty-three comments related to the proposal to convert the lateral unit of measurement of Class D airspace areas from statute to nautical miles were submitted. Most interpreted the proposal

Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

Changes to the NPRM

This final rule includes several nonsubstantive editorial changes made to NPRM No. 89–28. Changes are also included in this final rule to certain FAR sections that were not included in NPRM No. 89-28 but require changes in terminology to be consistent with the amendments. Three additional subparts in Part 93 are deleted because the rules will not be necessary under airspace reclassification. The sections and subparts, with an explanation of the changes made to them, follow.

SFAR 51–1: The reference to "Terminal Control Area (TCA)" in Section 1 is replaced with "Class B airspace area." The reference to § 91.105(a) in Section 2(a) is replaced with § 91.155(a). The reference to § 91.24(b) in Section 2(b) is replaced with § 91.215(b). The phrase ' 'meet the equipment requirements' ' in Section 2(b) is replaced with "be equipped as." The reference to § 9 1.90(a) and § 91.90 in Section 3 is replaced with § 91.131(a) and § 91.131.

SFAR 60: The references to "terminal control area" and "airport radar service area" in Section 3a are replaced with ' 'Class B airspace area' ' and ' 'Class C airspace area. ' ' The phrase ' 'terminal and en route airspace" in Section 3a is replaced with "class of controlled airspace."

SFAR 62: The two references to "terminal control area" in Section 1 (a) are replaced with "Class B airspace area. " The references to the "Tri-Area TCA" in Section 2(24) and (25) are replaced with ' 'Tri-Area Class B airspace area.' '

§ 45.22(a)(3)(i): The phrase "the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone" is replaced with "the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace."

§61.95: All references to "terminal control area" in the title and paragraphs (a), (a)(l), (a)(2), (a)(3), and (b) are replaced with "Class B airspace" or ' 'Class B airspace area.' '

Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

Changes to the NPRM

This final rule includes several nonsubstantive editorial changes made to NPRM No. 89–28. Changes are also included in this final rule to certain FAR sections that were not included in NPRM No. 89-28 but require changes in terminology to be consistent with the amendments. Three additional subparts in Part 93 are deleted because the rules will not be necessary under airspace reclassification. The sections and subparts, with an explanation of the changes made to them, follow.

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SFAR 60: The references to "terminal control area" and "airport radar service area" in Section 3a are replaced with ' 'Class B airspace area' ' and ' 'Class C airspace area. ' ' The phrase ' 'terminal and en route airspace" in Section 3a is replaced with "class of controlled airspace."

SFAR 62: The two references to "terminal control area" in Section 1 (a) are replaced with "Class B airspace area. " The references to the "Tri-Area TCA" in Section 2(24) and (25) are replaced with ' 'Tri-Area Class B airspace area.' '

§ 45.22(a)(3)(i): The phrase "the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone" is replaced with "the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace."

§61.95: All references to "terminal control area" in the title and paragraphs (a), (a)(l), (a)(2), (a)(3), and (b) are replaced with "Class B airspace" or ' 'Class B airspace area.' '

Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

Changes to the NPRM

This final rule includes several nonsubstantive editorial changes made to NPRM No. 89–28. Changes are also included in this final rule to certain FAR sections that were not included in NPRM No. 89-28 but require changes in terminology to be consistent with the amendments. Three additional subparts in Part 93 are deleted because the rules will not be necessary under airspace reclassification. The sections and subparts, with an explanation of the changes made to them, follow.

SFAR 51–1: The reference to "Terminal Control Area (TCA)" in Section 1 is replaced with "Class B airspace area." The reference to § 91.105(a) in Section 2(a) is replaced with § 91.155(a). The reference to § 91.24(b) in Section 2(b) is replaced with § 91.215(b). The phrase ' 'meet the equipment requirements' ' in Section 2(b) is replaced with "be equipped as." The reference to § 9 1.90(a) and § 91.90 in Section 3 is replaced with § 91.131(a) and § 91.131.

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SFAR 62: The two references to "terminal control area" in Section 1 (a) are replaced with "Class B airspace area. " The references to the "Tri-Area TCA" in Section 2(24) and (25) are replaced with ' 'Tri-Area Class B airspace area.' '

§ 45.22(a)(3)(i): The phrase "the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone" is replaced with "the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace."

§61.95: All references to "terminal control area" in the title and paragraphs (a), (a)(l), (a)(2), (a)(3), and (b) are replaced with "Class B airspace" or ' 'Class B airspace area.' '

Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

Changes to the NPRM

This final rule includes several nonsubstantive editorial changes made to NPRM No. 89–28. Changes are also included in this final rule to certain FAR sections that were not included in NPRM No. 89-28 but require changes in terminology to be consistent with the amendments. Three additional subparts in Part 93 are deleted because the rules will not be necessary under airspace reclassification. The sections and subparts, with an explanation of the changes made to them, follow.

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SFAR 62: The two references to "terminal control area" in Section 1 (a) are replaced with "Class B airspace area. " The references to the "Tri-Area TCA" in Section 2(24) and (25) are replaced with ' 'Tri-Area Class B airspace area.' '

§ 45.22(a)(3)(i): The phrase "the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone" is replaced with "the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace."

§61.95: All references to "terminal control area" in the title and paragraphs (a), (a)(l), (a)(2), (a)(3), and (b) are replaced with "Class B airspace" or ' 'Class B airspace area.' '

Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

Changes to the NPRM

This final rule includes several nonsubstantive editorial changes made to NPRM No. 89–28. Changes are also included in this final rule to certain FAR sections that were not included in NPRM No. 89-28 but require changes in terminology to be consistent with the amendments. Three additional subparts in Part 93 are deleted because the rules will not be necessary under airspace reclassification. The sections and subparts, with an explanation of the changes made to them, follow.

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§ 45.22(a)(3)(i): The phrase "the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone" is replaced with "the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace."

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Implementation of Airspace Reclassification

The implementation of the Airspace Reclassification final rule includes parallel reviews of certain existing airspace areas to meet the new airspace classifications. The outcome of the multi-phase review will be published in separate NPRMs. The reviews will focus on control zones, non-Federal control towers, transition areas, and offshore airspace. The FAA realizes that some of the reviews could be in areas with unique local conditions.

The FAA drafted changes to FAA Order 7400.2C, which focuses on existing control zones and transition areas. The changes to Order 7400.2C are considered independent of the Airspace Reclassification final rule, and involve the revised criteria to be used for the reviews. Because the changes to Order 7400.2C and the reviews occur before the effective date of the Airspace Reclassification final rule, the revised criteria are written in existing airspace terminology. Examples of the revised criteria include: (1) converting the lateral unit of measurement from statute miles to nautical miles; (2) conforming existing control zones to be congruent with the lateral dimensions of the surface areas of existing TCAs or ARSAs; (3) redesignating control zones to contain intended operations (not necessarily in a circular configuration); (4) redesignating the vertical limit of control zones from the surface of the earth to a specified altitude (but not to the base of the Continental Control Area); (5) establishing a policy to exclude satellite airports from control zones to the maximum extent practicable, consistent with instrument procedures and safety; and (6) replacing control zone departure extensions with transition areas.

The FAA anticipates that many control zones and associated transition areas would require minor modification. For example, a control zone could be integrated with the associated TCA or ARSA (Class B or Class C airspace area) or a control zone could become either a Class D airspace area or a Class E airspace area that extends upward from the surface.

The reviews will include control zones where a significant change in the current airspace structure is expected. For example, a control zone that extends beyond the perimeter of the associated TCA or ARSA and could require modification of the associated TCA or ARSA (Class B or Class C airspace area). The reviews will also include transition areas not associated with control zones and offshore airspace. Proposed changes that result from these reviews will be promulgated using normal rulemaking procedures.

The reviews could also result in the expansion of controlled airspace. These actions could affect airspace areas associated with non-Federal control towers. Any expansion of controlled airspace will be proposed in future NPRMs.

All necessary changes to the airspace structures are scheduled to be completed by September 16, 1993, the effective date of the Airspace Reclassification final rule.

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